

OREGON UNION.



TARIFF FOR REVENUE, INCIDENTAL PROTECTION AND SOUND MONEY.

VOL. I.

CORVALLIS, BENTON COUNTY, OREGON, FRIDAY, OCTOBER 29, 1897.

NO. 18.

NEWS OF THE WEEK

From all Parts of the New and Old World.

BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

Sheldon Jackson, United States superintendent of Alaskan schools, who has just returned from Alaska, says there is but one solution to the transportation problem in Alaska, and that is the reindeer.

A special to the Kansas City Journal from Muskogee, I. T., says: The treaty between the Dawes and Creek commissions, which was concluded here last month, was rejected by the Creek council in session at Okmulgee.

A patrol of dervish horsemen raided a village seven miles from Berber, killing 11 men and capturing many women, children and cattle. A detachment of Anglo-Egyptian cavalry sent in pursuit of the dervishes overtook them and routed them with heavy loss. The dervishes abandoned their booty and fled.

The body of William J. Lyons, an employe of the Pacific Gas Improvement Company, of San Francisco, was found in the hills back of Berkeley with a bullet-hole in his head. He was short in his accounts and attempted to burn his books to hide his crime. Being discovered in this he killed himself in despair.

Senator Morgan, who has just returned from an extended visit to Hawaii, has expressed himself as well pleased with what he saw and the manner in which he was entertained on the islands. He is more than ever enthusiastic on the subject of annexation, and intimates that Hawaii will become a part of this country before the close of the coming year.

According to Chinese advice just received in Tacoma, Earl Li Hung Chang will no longer take an active part in government affairs.

Twenty million feet of hemlock and 2,000 cords of bark have been consumed, resulting in a loss of \$100,000 by a forest fire near Astoria, Pa.

The government has completed arrangements with the Canadian authorities to have letter mail taken into Dawson City once a month during the winter season. The first carrier has just left Dyea for Circle City and Dawson.

By an explosion at the Colma fuse works, at Colma, Cal., Mary Beck was killed and eight were seriously and four slightly wounded. The remains of the dead girl have not been recovered from the building, and it is believed they burned.

The London Daily Mail says it has information from a reliable source that cholera has attacked a battalion of the Shropshire regiment, which is stationed at Sitapura, Northwest India, and that 40 non-commissioned officers and privates have already succumbed.

The Nueste Nachrichten, of Leipzig, has published a report of a conversation in which Prince Bismarck is quoted as saying that the Monroe doctrine is "uncommon insolence towards the rest of the world, and does violence to the other American interests."

A census of the Russian empire has just been completed. The population, as now published, is 129,211,113, of which 64,611,620 are males and 64,599,493 are females. The population of Russia in Europe is nearly 100,000,000, or more than three-fourths of the whole.

Telegraphic advices from the New York Herald's correspondent in Rio de Janeiro state that a servant in the employ of William T. Townes, the United States consul-general in Rio Janeiro, made an unsuccessful attempt to murder the consul-general. Mr. Townes' assailant was placed under arrest.

Admiral John L. Worden, retired, died in Washington, Oct. 26.—Australia will add its share of goldhunters to the Klondike region next year. When the Alameda sailed from Sydney for the offices of the Oceanic Steamship company were being besieged with miners anxious to get to the new land of gold. Hundreds of letters a day were being received, asking for information about the land of glaciers and treasure. A lengthy circular containing the general information that was sought was prepared and copies of it were sent to inquirers.

It is thought by the officers of the Alameda that the next steamer will come to this port crowded with goldhunters for the Yukon.

Fatal New York Fire.
New York, Oct. 26.—Two men lost their lives in a fire today on Broadway, near Ninth. When the bodies were found, one was in a standing position, the upper part of the body being over a beam. The other was at a front window, indicating that the man had struggled to reach air and escape the flames. The fire was in a three-story brick building, owned by the Saylor's Song Harbor estate, and occupied by the laundry of Gardner & Vail. The loss is \$25,000.

An Aged Soldier.
Valparaiso, Ind., Oct. 26.—Uncle Charles Decker, the oldest man in Portocoo, and probably the oldest soldier of the late war, is dead. He was 99 years old. During the war, at that time being 61 years old, he enlisted in company I, Nineteenth Indiana cavalry, serving one year, when he was discharged for disability.

Apples, pears and plums when taken without sugar diminish rather than increase the acidity of the stomach.

DEATH IN THE GALE.

Schooner Caspar Wrecked on the California Coast.

Point Arena, Cal., Oct. 26.—Thirteen seamen, comprising almost the entire crew of the schooner Caspar, were drowned early this morning by the wreck of their vessel. The rocky shore in this vicinity was strewn with wreckage today, but there was no way of identifying the ship until this evening, when two men from shore, who had gone out in a small boat to secure any of the crew who might still be alive, picked up Captain Anfinson and Seaman Chris Larsen, who had been floating about on an improvised raft for over 14 hours.

To his rescuers, Adolph Peterson and Henry Anderson, the captain said the bark struck on a reef this morning and some minutes later capsized. When the tipped over, all the crew were washed overboard. The steamer carried 15 men, but from the moment the accident occurred the captain has seen none of his crew except his companion, Larsen, and has no doubt that the other 13 have all been lost.

When thrown into the water, Anfinson and Larsen by good fortune were enabled to raft some pieces of floating timber. They succeeded in drawing the boards together, and clung to the improvised raft from the time of the accident until late this afternoon, while the storm beat about them, being exposed to the most fearful gale of the season. They had almost succumbed from cold, exposure and exhaustion, and were with great difficulty saved by their rescuers.

The sea has been so high all day that it has been impossible to launch a boat from shore, and even this evening the two men who went out and accomplished the rescue risked their lives in the breakers.

Later in the evening the steamer Alcazar cruised about the scene of the wreck, but could find no trace of the other seamen.

This is a very dangerous locality for shipping, and when a vessel is once thrown on the rocks she is certain to be doomed, and there is little chance for the escape of her unfortunate crew.

The Caspar sailed from San Francisco yesterday for Usal, where she was to load lumber for San Francisco. She was owned by the Caspar Lumber Company, and registered 300 tons.

The drowned are: Morris Peterson, first mate. Andrew Anderson, second mate. George Offerman, chief engineer. John Kuhn, assistant engineer. N. C. Helverson, seaman.

Louis Bruce, seaman.

The cook, name unknown, and five others whose names are also unknown.

THE NOTE ANSWERED.

Spain Says She Has Done All in Her Power to End the War.

Madrid, Oct. 26.—In the special note to Minister Woodford, the government declares that Spain has done all in her power to end the war in Cuba, and cites the many sacrifices which have been made by the nation, the number of troops sent to Cuba, and the reforms which are carried out on the island, which are fully described.

The note ends with the statement that "Spain will not admit the right of any foreign power to interfere in any of her affairs."

El Tempo publishes with reserve the announcement that the reply of the Spanish government to the United States, presented to General Woodford, the American minister at Madrid, declares that, if the United States does not stop the sailing of filibustering expeditions from American ports, Spain will re-establish the right to search vessels anchoring in Cuban waters.

El Liberal thinks a rupture possible as the result of negotiations between Spain and the United States, and thinks Spain ought to avoid this rupture so far as duty and honor permit, but that the government should act in a spirit of moderation and that the nation will under no circumstances authorize a renunciation of Spain's rights.

Australian Klondike Crazy.

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An Aged Soldier.

DROWNED LIKE RATS

Terrible Accident on New York Central Railroad.

TRAIN PLUNGES INTO THE HUDSON

Twenty-Eight Lives Were Lost—Disaster Caused by the Giving Way of an Embankment.

Garrison's N. Y., Oct. 26.—From the sleep that means refreshment and rest to the eternal sleep that knows no awakening plunged in the twinkling of an eye this morning 28 souls, men, women and children. In the city bed of the Hudson river a train laden with slumbering humanity plowed, dragging through the waters the passengers. There was nothing to presage the terrible accident which so suddenly deprived these unfortunates of life.

The New York Central train left Buffalo last night, and had progressed nearly nine-tenths of the distance toward its destination. The engineer and his fireman had just noted the gray dawn breaking from the east and the light streak of red denoting the sun's appearance, when the great engine, a servant of the rails, plunged into the depths of the river. Neither engineer nor fireman will ever tell the story of that terrible moment. With hand upon the throttle the engineer plunged with his engine to the river's bottom, and the fireman, too, was at his post. Behind them came the express car, the combination car and the sleepers, and these piled on top of the engine.

It is known that it was a trifle foggy and that the track was not visible, but if there was any break in the lines of steel it must have been of very recent happening, for only an hour before there passed over it a heavy passenger train laden with human freight. Neither is an explanation ready. All is conjecture. The section of road was supposed to be the very best on the entire division. There was a great, heavy retaining wall all along the bank, and, while the tide was high yesterday, it was not unprecedented. What seems to have happened was that underneath the tracks and ties the heavy wall had given way. When the great weight of the engine struck the unsupported tracks it went crashing through the rest of the wall and toppled over into the river.

Then there happened what on the railroad at any other time would have caused disaster, but now proved a very blessing. As the train plunged over the embankment, the coupling that held the last three of the six sleepers broke and they miraculously remained on the broken track. In that way some 60 lives were saved.

Following is a list of the dead as far as ascertained up to midnight: Thomas Reilly, of St. Louis. E. A. Green, of Chicago. W. H. Myers, of Tremont, N. J. Woman, unidentified. Guisepp Paduano, of New York. W. S. Becker, of Newark, N. J. Unknown man, died while being rescued.

A. G. McKay, private secretary to General Superintendent Van Etten; body supposed to be in the wreck. John Foley, engineer of East Albany; body not recovered. John Q. Tompkins, fireman, of East Albany; body not recovered. Wong Gin, and eight unidentified Chinese.

Of eye-witnesses there were none except the crew of a tugboat passing with a tow. They saw the train, with its light, as it came flashing about the curves, and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue.

A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Carr's house, near which the accident occurred, and stood screaming for help, and moaning: "The train is in the river; all our passengers are drowned!"

In a few minutes Carr had dressed himself, and getting a boat, rowed with the porter to the scene. As they turned a point into the bank, they came upon the express car and the combination car floating about 20 feet from the shore, but sinking every minute. One man was taken from the top of the car, and efforts were made to rescue those inside. A few were gotten out, the passengers left on the track making a human bridge to the shore to take the wounded on.

The day coach and smoker had gone down in deep water, and rescue was impossible. In the latter coach the condition must have been horrible. The car turned completely over, and the passenger end of it was deep in the water, while the baggage end stood up towards the surface. The men in that lower end must have fought like fiends for a brief period, for the bodies, when taken out, were a mass of wounds.

The closing scene of the first day of this tragedy is drawn around a common car that stands near the scene of the accident, where nearly a score of badly mutilated bodies, none of them yet claimed by friends, are lying in a long row, gruesome evidences of the disaster, the greatest that has ever occurred on the railroad.

Total number of known dead, 19; estimated number of dead, 28.

A New Trial for Luettger.

HIS FIRST STATEMENT.

Luettger Swears He is Innocent of the Crime Charged.

Chicago, Oct. 25.—The press tonight obtained the one great feature missing in the famous Luettger trial—the sworn testimony of the defendant himself, Adolph A. Luettger.

Standing tonight in the gloomy jail adjoining the grim-looking graystone court building, in which his remarkable trial had at last been brought to a finish, the burly sausage-maker capped the climax of the extraordinary series of events which began with his sensational bankruptcy and the alleged frightful diabolism of boiling his wife to death at midnight in a vat in his factory cellar. Tonight, closely following the result of the trial which has attracted world-wide attention, Luettger made under oath a statement for the press concerning the fearful crime charged against him, the first sworn statement yet made by him and the first statement of such kind ever known in newspaper annals. The affidavit was put in writing in due legal form, certified by a notary.

Ex-Judge William A. Vincent, the leading counsel for the defendant, in this celebrated case, the man to whose brains and skill and energy Luettger, beyond all doubt, owes his great legal victory, gave consent to the affidavit being made.

The scene in the jail when Luettger took the oath was as dramatic as the circumstances were unique. In the dimly-lighted jail corridor, Luettger, standing erect, and grasping the bars that still kept him from liberty, lifted his right hand and solemnly asserted, as the notary administered the binding form. The gruesome surroundings were a reminder in some degree of the midnight occurrences in the factory cellar that have become familiar to hundreds of thousands who have followed the details of the great trial. Few, if any, of the curious prisoners and turnkeys who were spectators had any inkling of what was taking place. Luettger, the notary and a representative of the press conferred together for a few minutes and then Luettger, without hesitation, made the affidavit and signed it in ink with the hand that is alleged to have committed one of the most fiendish crimes on record.

The affidavit explicitly declares Luettger's innocence. The document in full is as follows: "To the Public: "The result of my trial, ending today, is a victory for me, because of the disagreement of the jury; but I am very much disappointed, and very much surprised that the jury did not bring in a verdict of not guilty.

"I did not kill my wife, and I do not know where she is, but I am sure it is only a question of time until she comes home.

"I did not go upon the witness stand because my lawyer, Judge Vincent, was bitterly opposed to my doing so, and because he advised me that it was not necessary. I am grateful for the tremendous change in public sentiment in my favor, and time will demonstrate that I am not only innocent, but a very grievously wronged man.

"Adolph A. Luettger." "Subscribed and sworn to before me this 25th day of October, A. D. 1897. "M. F. Sullivan, Notary Public."

The Jury Disagreed.

Chicago, Oct. 25.—As Adolph Luettger, who has been on trial on a charge of having murdered his wife and boiling her body in a vat, heard this morning from the foreman of the 12 men who have been considering his case for the past 66 hours the words, "We are unable to agree upon a verdict," he was as imperturbable as ever, evincing no joy.

The wonderful nerve of the defendant was with him to the end. He stood up, and with a good-natured smile on his swarthy face shook hands with his son, Arnold, his counsel and his business partner, William Charles, and in less than five minutes was led back to jail. The jury was dismissed and the great trial was over.

THE STICKEEN ROUTE.

Arrangements Being Made by a British Company.

Winnipeg, Oct. 25.—Frank Waterhouse, president of the Fort Wrangel, Glenora & Teslin Lake Transportation Company, passed through this city today on his way to London to appoint agents and arrange for the trip from Europe to Dawson. From England the first-class fare will be \$1,000; second-class, \$750. These amounts include transportation of supplies and other necessities for one year. The company will have a line of steamers between ports on Puget sound to the head of navigation of the Stickeen river, a distance of 180 miles from Fort Wrangel. From the river to Teslin lake, a portage of about 115 miles, pack trains will convey the travelers, it being intended to have about 1,000 horses on the route. Thence on Teslin lake and the river course to Dawson, a distance of about 450 miles, boats now in course of construction are to be used.

Stockton, Cal., Oct. 25.—This afternoon, the jury in the case of George Williams, charged with attempting to wreck the New Orleans express at Morano station, on the 4th ult., returned a verdict of guilty, fixing the penalty at life imprisonment.

Thessalonians May Return.

Athens, Oct. 25.—The Turkish government has granted permission to Thessalonians who fled from Thessaly after the invasion of the conquering Turkish troops under Edhem Pasha to return to their homes through Phourka pass, Monzenki pass and two other passes near Trikala and Amiroud.

A weak solution of salt in water is good for sore throat when used as a gargle, and this is still better if a few grains of red pepper are added.

DEFENSE OF THE PORT

General Wilson Reports on Columbia Fortifications.

PROGRESS MADE UPON THE WORK

Estimates for River and Harbor Improvements in Oregon and Washington.

Washington, Oct. 25.—In the annual report of General Wilson, chief of engineers, the following is said about defenses at the mouth of the Columbia: The defenses include works of the older type, one garrisoned and one in charge of an ordnance sergeant. With the funds appropriated by the act of 1896, work was commenced during the year on five emplacements for 10-inch guns on disappearing carriages, two emplacements for 8-inch guns on disappearing carriages, and two mining casemates. At the close of the year, the 10-inch emplacements were completed, and three 10-inch carriages mounted. A wharf had been built for the construction of the 8-inch emplacements, all necessary plant assembled and the excavation completed. One mining casemate was also under construction. With the funds appropriated by the act of 1897, an additional emplacement for an 8-inch gun on a disappearing carriage and a mortar battery for eight 12-inch mortars will be constructed. At the close of the year, plans for these works had been partially prepared. There are no existing works of defense on Puget sound."

The following estimates are made for river and harbor improvements for Oregon and Washington for the fiscal year ending June 30, 1899:

OREGON.	
Columbia river	\$115,000
Upper Columbia river	28,000
Coquille river	60,000
Willamette river	200,000
Tillamook Bay	22,000
Columbia river below Tongue point	75,500
Tillamook Bay and Lower Willamette	300,000
Canal at Cascades	334,200
Gauging the waters of the Columbia river	1,000
Upper Columbia river	20,000

WASHINGTON.	
Gray's harbor	\$420,000
Puget sound	25,000
St. Helens	20,000
Swinomish slough	47,000
Chehalis river	20,000
Cowlitz river	1,000

No action has been taken on the appropriation for a harbor of refuge at Port Orford, the secretary holding that the demands of commerce are not sufficient to occasion the expenditure.

The simple announcement is made that the secretary has not approved the project at Yaquina, and no estimate is made.

It is stated that the land has not yet been acquired for the boat railway at The Dalles. For the same reason, nothing has been done on the Seattle ditch.

CERTIFICATES NOT REQUIRED.

Judge Hanford's Ruling as to Wives and Children of Chinese Merchants.

Seattle, Oct. 25.—Judge Hanford, of the federal court, today handed down a decision in a Chinese case, in which he holds that the wives and children of Chinese merchants doing business in the United States do not have to have certificates from the Chinese government to entitle them to enter this country. Government officials here say that, if the opinion is upheld by the higher courts, it means that the important section of the Chinese exclusion act which provides that sons and daughters of Chinese merchants doing business in this country must secure certificates from their home government is no longer the law. United States District Attorney Brinker will at once report to the treasury department Judge Hanford's ruling, and it is expected that the attorney-general's office will at once take steps to have the case appealed to the supreme court.

Treasury agents claim that if the decision holds it will open the gates for a flood of Orientals, for, if certificates are not required, any number of Chinese can claim to be children of merchants in the United States.

Judge Hanford's decision is in direct opposition to that of Judge Lacombe, of New York.

HUNDREDS OF PEOPLE KILLED

Terrible Loss of Life by Cyclone in the Philippines.

Madrid, Oct. 25.—A dispatch from Leyte, Philippine islands, says that place has been almost devastated by a cyclone, that many persons have been killed and that the damage to property is incalculable.

The cyclone destroyed the towns of Tagloban and Hernani, on the island of Leyte, as well as several villages. It is estimated that 400 persons lost their lives through the disaster.

Later advices from Manila say the cyclone occurred on October 12, and added that Carrigan and Burga, on the eastern coast of Leyte, had been wiped out, and that an immense wave swept the island. Several hundred natives perished at Tagloban. The cyclone also swept the island of Samar. The full extent of the catastrophe is not yet known, but the damage is estimated at 7,500,000 pesos.

Will Demand Duty.

Victoria, Oct. 25.—Hereafter every pound of goods not bought in Canada will have to pay duty before being allowed in the Klondike country. The Canadian government has seen fit to revoke the regulation allowing prospectors to take in 100 pounds of goods free of duty, and customs officers will be placed on the Stickeen route as well as at Tagish lake and on the Yukon.

STARVED TO DEATH.

Out of a Population of Twenty-Five Hundred, Only Five Survive.

New York, Oct. 25.—A Herald dispatch from Havana says: A local newspaper publishes and vouches for the following: At Chacababa, in the district of San Julian, belonging to the municipality of Melana del Sur there were concentrated 2,500 persons. These reconcentrados were the only inhabitants of the place. Now there are only five survivors, the rest having died of hunger and fever. In Havana city it is no unusual sight to see 10 or 15 dead on one plaza early in the morning. The employers employ regular roudsmen to remove bodies from the parks.

There is no abatement in the activity of the rebels in the western provinces. The special regiment of Veragua on its way to the Rubi hills in Pinar del Rio, stumbled across a dynamite bomb and lost 10 killed and 41 wounded. Further on they came across another, but it failed to explode. The soldiers became terrified and refused to proceed. In Havana province 100 rebels of Raul Arango's command entered and raided a town. They carried away a quantity of clothing and provisions without a shot being fired by the garrison. Near Artemisa, Havana province, a band of insurgents under Acos attacked and mached the Spanish guerrilla force stationed on the Neptuno estate.

In a railroad collision between Artemisa and Mangas several soldiers were killed.

Inhabitants of a suburb of Havana report hearing firing just outside the town last night. The firing continued for several hours, and this morning some wounded troops were brought in. No details of the fight have been obtained.

ANOTHER FILIBUSTER.

New York, Oct. 25.—The Herald has made investigation into the alleged departure of the filibustering expedition from New York on the schooner Silver Heels last Saturday. As to the suspicious circumstances attending the departure of the vessel, H. P. Brown, her agent said: "There is nothing suspicious about the sailing of the Silver Heels. She took nothing which could be regarded as contraband goods. She sailed for Norfolk and Charleston in search of a charter. As her agent, I should certainly have known if she had taken cargo from this port."

Despite the emphatic denial of Brown, the Herald learns from other sources that the Silver Heels did leave New York Saturday night loaded with arms and ammunition, and that she went direct to sea. At some point on the high seas she is expected to transfer her cargo to another craft which would have armed men on board, whose destination is Cuba. Tomas Estrada Palma, the Cuban representative, said:

"I am positive that no armed expedition left this port for Cuba."

Hold-Up on Sitkiyou Mountain.

Ashland, Or., Oct. 25.—D. C. Pitzer, a gardener, living four miles south of Ashland, came to town this morning and reported that, while returning from a trip to Northern California, where he had been with a load of produce, and while on Sitkiyou mountain, near Steilacoom, where the stage road crosses the railroad, at 7 o'clock last evening, he was stopped by two highwaymen, who ordered him down from his wagon with drawn revolvers, after which they rifled his pockets of a sack containing \$48 in silver, but overlooked \$30 in gold in a trousers pocket.

The robbers then told him to get on his wagon and make himself scarce, which he did in a hurry, reaching his home at 8 o'clock, and not reporting to the local authorities until this morning. The authorities are now investigating the case. Pitzer is not able to give a very complete description of the highwaymen.

Cherokees Are Arming.

Little Rock, Ark., Oct. 25.—A special to the Gazette from Fort Smith says: It has leaked out here that the full-blood Cherokees have been secretly arming themselves and securing large quantities of ammunition for several weeks, but it has been especially brisk since the return of the attorney sent to Washington to enjoin the Dawes commission from proceeding to make the citizenship rolls. The majority of the Cherokees are opposed to the treaty, but the most bitter feeling is among the ignorant full-bloods. They are prepared to resist any attempt to change their tribal government. No immediate outbreak is anticipated, but a great deal depends upon the action of the council next Monday.

Tacoma Woman Kills Herself.

Tacoma, Wash., Oct. 25.—Mrs. Frank Alwyn, wife of a saloon-keeper, shot herself in the breast at an early hour this morning, dying almost instantly. The act was committed in St. Joseph's hospital, where she was admitted last night. She carefully planned for her death, wrapping herself in a rubber blanket, so the bed clothing would not become bloody. She left a note saying she was tired of life with directions for her funeral. In a bureau was found a shroud, made by herself, with a card pinned on it upon which was "Bury me in this." Mrs. Alwyn was 26 years old.

A Premature Explosion.

Kingston, N. Y., Oct. 25.—At Rosendale today the premature explosion of a blast in Snyder's cement quarry killed Arnold Johnson instantly and inflicted probably fatal injuries on three others.

Abyssinians Devastating Somiland.

Cairo, Oct. 25.—News reached here from Somalil and the Abyssinians are devastating that country. They have already dispersed or wiped out 10 great Somal tribes.

NORTHWEST BREVITIES

Evidence of Steady Growth and Enterprise.

ITEMS OF GENERAL INTEREST

From All the Cities and Towns of the Thriving Sister States—Oregon.

A fishing crew caught between 800 and 1,000 fish in one night last week, in Yaquina bay.

A farmer of Malheur county, this year sold 75,000 pounds of wool and 53 head of choice beef cattle.

Eighteen thousand dollars in gold bullion was the output of the Bonanza mine in Baker county last month.

The Ashland iron works are working on a \$1,500 order for pulleys, shafting, etc., from the Sissons Lumber & Mercantile Company.

The keel for the Alaska Gold Mining & Navigation Company's boat that is being built in the Siuslaw, near Florence, measures 125 feet in length.

There are now 1,300 signers in Astoria to the petition for the bridge across Young's bay. Only about 1,400 names are required to put the measure through.

Among Mr. Dade's sheep on Birch creek, in Umattila county, is a lamb with only one ear and one eye. It was born thus, and is fully developed in every other respect.

Contractor Jacobson, who is working on the jetties on Coos bay and on the Siuslaw, has about 130 men employed. He says his contracts will be finished in two or three months.

There are no empty houses in Vale, Malheur county. Several farmers have been compelled to give up the idea of living in town in order to send their children to school, because of the lack of houses.

The run of chinooks in Coos bay was light last week, and silverides were scarce also. There has been a great improvement, however, in the last few days, and boats on the lower bay are making good catches.

One day last week Hume's fishing crew at the mouth of Rogue river made a regular old-time catch of salmon, taking in 8,750 at one haul of the seine